



To: Marty Sullivan, Sullivan & Barros

From: Jami L. Milanovich, P.E.
Amelia R. Martin

Date: June 9, 2015

Re: BZA Case No. 18994
254 15th Street SE
Washington, DC

OVERVIEW

The redevelopment at 254 15th Street in southeast Washington, DC, will include five residential units and no parking is proposed in conjunction with the development. As shown on Figure 1, the site is located on the east side of 15th Street and fronts 15th Street on the west. The site is approximately midblock between Massachusetts Avenue and C Street. No alley access exists on the east side of the property.

Wells + Associates has completed an on-street parking inventory and peak occupancy count in the vicinity of the site. This additional analysis was undertaken to address concerns raised by the neighborhood. The scope of the parking evaluation was discussed and agreed upon with the District Department of Transportation (DDOT).

PARKING ASSESSMENT

Parking Requirements

According to the District of Columbia Municipal Regulations (DCMR) in the C-2-A district, one parking space is required for every two residential dwelling units. As the proposed five residential dwelling units are an addition to an existing one-family dwelling, there is a one-space credit. In total, the development would require a minimum of two parking spaces. Therefore, the applicant is seeking relief from DCMR §2101.1.

On-Street Parking Inventory

To assess the availability of on-street parking in the neighborhood, Wells + Associates performed a detailed parking inventory for all streets within approximately one block of the subject site. Figure 2 shows the on-street parking restrictions on each block and the number of

on-street parking spaces on each road segment. There are approximately 229 on-street parking spaces in the neighborhood prior to 6:30 PM. After 6:30 PM, there are 22 additional on-street parking spaces in the neighborhood for a total of 251 spaces.

Approximately 140 on-street parking spaces, or 56 percent, in the study area are designated as 2 Hour Parking – Limit in Zone 6.

On-Street Parking Occupancy

In order to determine the existing parking demand in the neighborhood, parking occupancy counts were conducted on Tuesday, June 2, 2015, at hourly intervals from 5:00 PM to 12:00 AM. Parking occupancy counts are included in Attachment A.

As shown in Table 1, the weekday peak parking demand for the study area occurred at 11:00 PM and 12:00 PM when 189 of the 251 neighborhood street parking spaces were occupied, resulting in a 75 percent parking occupancy. The roadway segment labels presented in Table 1 correspond to the roadway segments identified on Figure 3. A graph showing parking occupancy by time of day for the study area is shown in Exhibit 1. Note that the peak hour occurs both at 11:00 PM and 12:00 AM.

Table 1
On-Street Parking Occupancy Summary

ROAD SEGMENT	AVAILABLE SPACES ¹	11:00 PM PEAK HOUR		12:00 AM PEAK HOUR	
		OCCUPIED SPACES	PERCENT OCCUPIED	OCCUPIED SPACES	PERCENT OCCUPIED
A	9	9	100%	9	100%
B	9	8	89%	8	89%
C	21	18	86%	17	81%
D	22	2	9%	2	9%
E	15	15	100%	15	100%
F	18	9	50%	8	44%
G	13	10	77%	10	77%
H	13	13	100%	13	100%
I	24	23	96%	22	92%
J	10	8	80%	9	90%
K	12	8	67%	8	67%
L	0	0	N/A	0	N/A
M	0	0	N/A	0	N/A

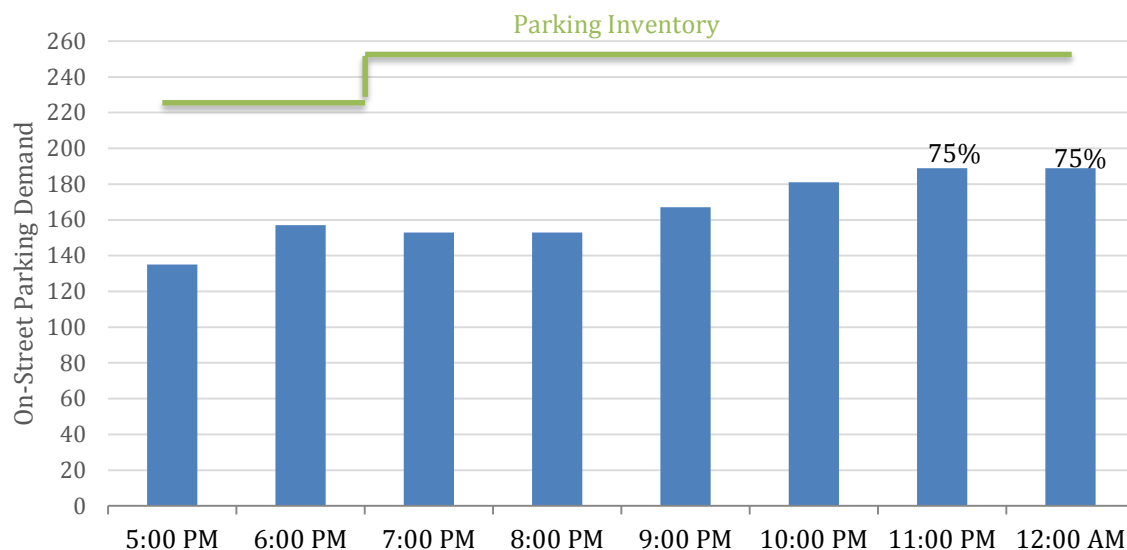
¹ Note that certain segments do not have any available spaces and, therefore, have no occupancy.

Table 1 (Continued)
On-Street Parking Occupancy Summary

ROAD SEGMENT	AVAILABLE SPACES ¹	11:00 PM PEAK HOUR		12:00 AM PEAK HOUR	
		OCCUPIED SPACES	PERCENT OCCUPIED	OCCUPIED SPACES	PERCENT OCCUPIED
N	14	11	79%	12	86%
O	12	10	83%	11	92%
P	22	19	86%	19	86%
Q	14	13	93%	13	93%
R	4	4	100%	4	100%
S	4	3	75%	4	100%
T	4	1	25%	0	0%
U	3	2	67%	2	67%
V	4	0	0%	0	0%
W	0	0	N/A	0	N/A
X	0	0	N/A	0	N/A
Y	4	3	75%	3	75%
TOTAL	251	189	75%	189	75%

¹ Note that certain segments do not have any available spaces and, therefore, have no occupancy.

Exhibit 1
Parking Occupancy per Hour





TRANSPORTATION DEMAND MANAGEMENT

Parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires adding more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive and time consuming. The demand for parking can be influenced by Transportation Demand Management (TDM) plans implemented by those in the private sector. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

TDM measures have proven to be effective in reducing parking demand. As indicated in Arlington County's Residential Building Performance Monitoring Study, vehicle ownership has decreased in residential projects where TDM measures were employed.¹ Additionally, Wells + Associates' own experience in the Washington, DC metropolitan area shows that TDM plans reduce the number of vehicle trips generated by developments with TDM plans.

While the location of the proposed redevelopment proximate to the Stadium – Armory Metro Station (the site is just a five block walk from the Metro station entrance) and other transportation options will naturally encourage the use of non-auto modes of transportation, the Applicant also has developed a TDM plan with strategies to limit the need for vehicles at the proposed residential building. Specifically, the TDM plan would include:

- 1) Information on and/or links to current transportation programs and services will be provided for new residents. Such programs and services may include:
 - Capital Bikeshare,
 - Car-sharing services,
 - Ride-hailing services, such as Uber and Lyft,
 - Ridescout,
 - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters,
 - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency, and

¹ Residential Building Performance Monitoring Study, Arlington County Commuter Services, September 2013.



- Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.
- 2) The Applicant will provide a one-year Capital Bikeshare membership per unit at initial sale and each time the unit is sold during the first five years the building is open.
- 3) A bicycle rack will be provided for residents at the rear of the property.

CONCLUSIONS

The Applicant will implement a TDM plan to encourage residents of the building to use alternate transportation options available to them.

In the event that spillover parking does occur, the analyses presented herein indicate that 62 on-street parking spaces are available during the peak periods. Therefore, sufficient capacity exists in the neighborhood to accommodate the requested two-space parking variance. As such, the requested parking variance is not anticipated to have a negative impact on the surrounding neighborhood.

We trust that this memorandum is satisfactory. Please do not hesitate to contact us at 703-917-6620 or email jlmlanovich@mjwells.com or armartin@mjwells.com with any questions or comments.

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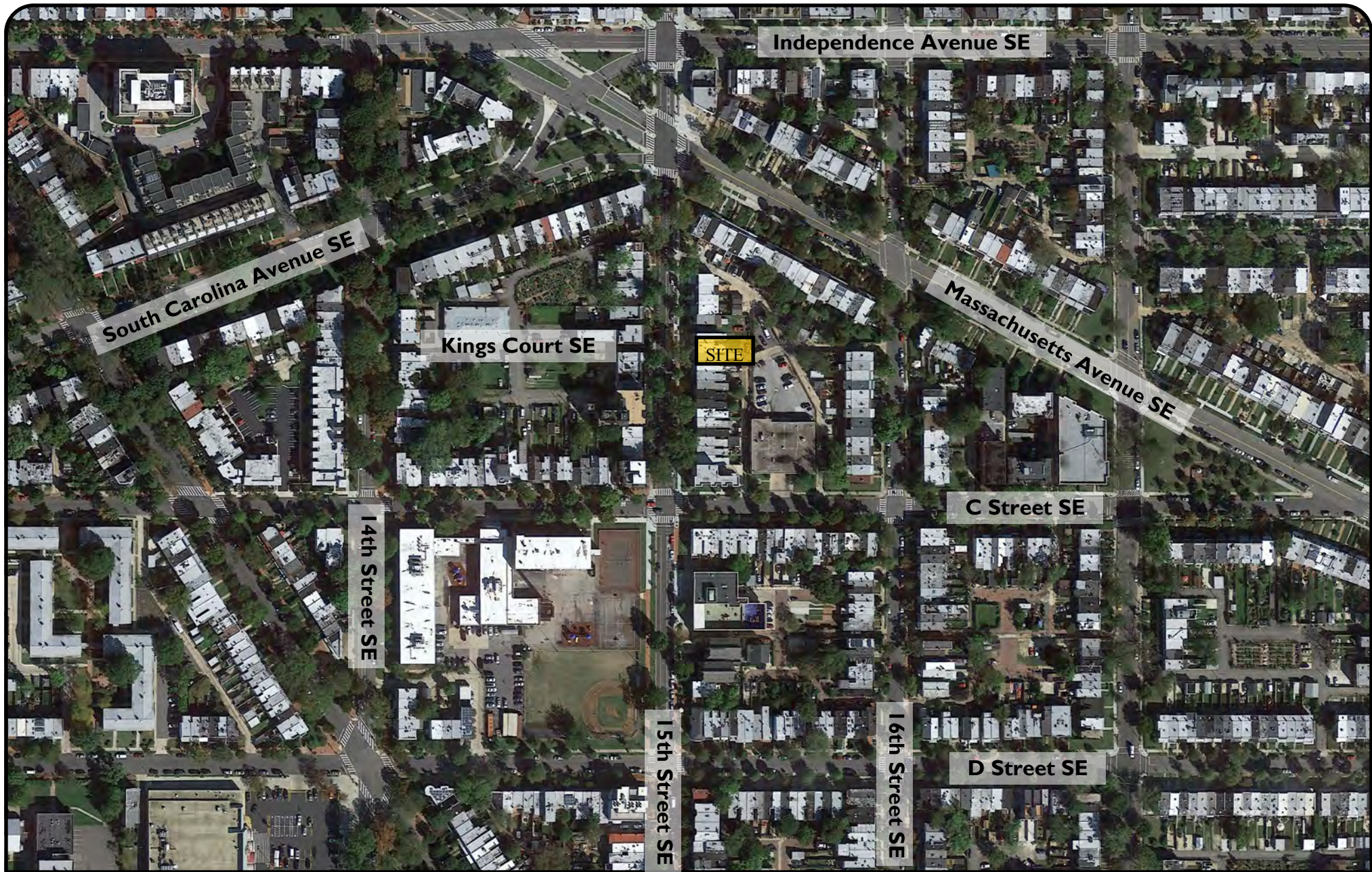


Figure 1
Site Location



254 15th Street, SE
Washington, DC

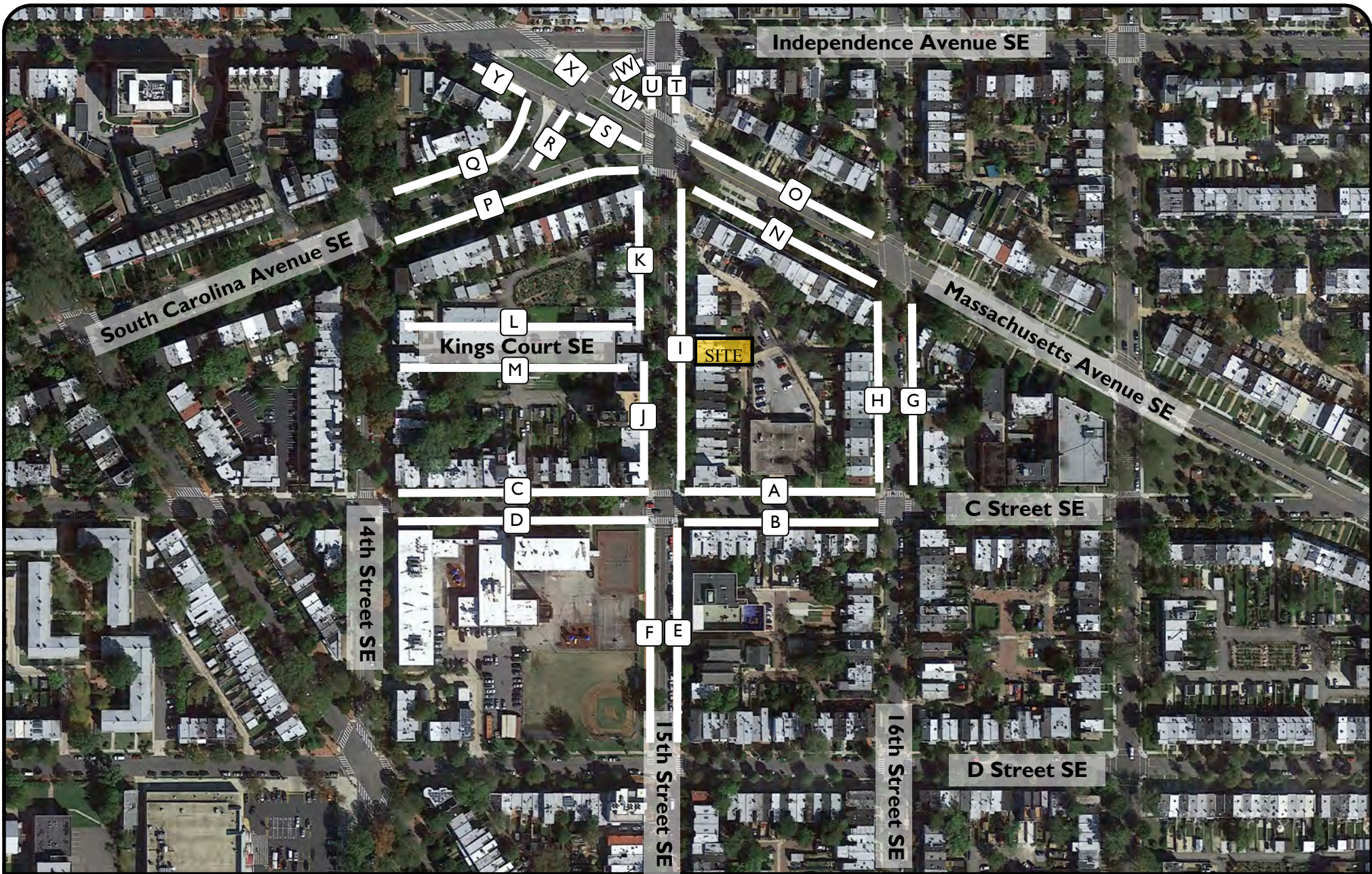


Figure 3
On-Street Parking Inventory - Road Segments



254 15th Street, SE
Washington, DC



ATTACHMENT A
NEIGHBORHOOD ON-STREET VEHICULAR
PARKING OCCUPANCY DATA

254 15th Street Surrounding Neighborhood

Segment	Inventory	Occupancy									
		5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	11:00 %	12:00 PM	12:00 %
A	9	9	7	6	7	9	9	9	100%	9	100%
B	9	5	9	6	6	5	8	8	89%	8	89%
C	21	13	15	14	13	17	18	18	86%	17	81%
D	22	3	9	1	0	1	2	2	9%	2	9%
E	15	13	12	11	11	12	13	15	100%	15	100%
F	18	5	10	5	5	6	7	9	50%	8	44%
G	13	6	9	9	9	9	10	10	77%	10	77%
H	13	6	8	10	12	12	13	13	100%	13	100%
I	24	17	18	21	22	21	21	23	96%	22	92%
J	10	5	3	7	8	8	7	8	80%	9	90%
K	12	7	8	9	10	9	9	8	67%	8	67%
L	0	0	0	0	0	0	0	0	*	0	*
M	0	0	0	0	0	0	0	0	*	0	*
N	14	6	7	10	9	11	10	11	79%	12	86%
O	12	5	7	9	8	10	11	10	83%	11	92%
P	22	13	14	13	12	16	17	19	86%	19	86%
Q	14	11	11	10	11	11	12	13	93%	13	93%
R	4	3	3	3	3	4	4	4	100%	4	100%
S	4	1	2	3	2	2	2	3	75%	4	100%
T	4	2	0	2	1	1	2	1	25%	0	0%
U	3	1	2	1	1	1	3	2	67%	2	67%
V	4	1	1	1	1	0	0	0	0%	0	0%
W	0	0	0	0	0	0	0	0	*	0	*
X	0	0	0	0	0	0	0	0	*	0	*
Y	4	3	2	2	2	2	3	3	75%	3	75%
Total	251	135	157	153	153	167	181	189	75%	189	75%